

FISHING NEWS

Official and Classified ADVERTISEMENTS

Continued from page 15

ENGINES FOR SALE

Blockstone 18 ERS 1200hp 1000 rpm
Blockstone 12 ERS 950hp 378 rpm
Blockstone 8 ERS 800hp 900 rpm
Blockstone 8 ERS 880hp 780 rpm
Blockstone 8 ERS 495hp 780 rpm
Blockstone 4 ERS 400hp 800 rpm
Blockstone 4 ER 280hp 780 rpm
Blockstone 4 ER 228hp 780 rpm
 Reconditioned to class, if required.

Diesel generators

DC 220 volts to 328 kW

AC is 1000 KVA

Watson & Co. (Ryton) Ltd.,
 Brockles Works, Cuthill,
 Stanley, Co. Durham.
 Telephone: Stanley 2833.

MERCEDES-Benz OM636 - Pro-
 gressive, rugged, reliable, excep-
 tional performance. Low weight.
 Range 1.5, 2.2, 2.4 new and recondi-
 tioned. 41, 61 and 6400. Delivery new.
 PFM available to suit units. Diesel
 Marine, River and Estate, Bandal,
 Northgate NR13 5DL. Telephone:
 Norwich 712341.

Poyaud 230hp 8VPM, all
 parts available except crankshaft.
 Also gearboxes fully reconditioned by
 makers. 100% costing £2,500. Contact
 Hartings Ltd., The Docks, Milford
 Haven. Telephone: 2383.

THORNycroft RJD2 10hp
 diesel, good running order plus complete
 engine for spares. £10.00. or write
 26 Braeside Road, Torquay, Devon.

**RECONDITIONED
MARINE DIESEL ENGINES
MAKE SENSE**

GUARANTEED Engines at almost half the price of new engines. 30-150hp.

OR build your own from high quality marinization parts.

For details:

**VIKING MARINE
INTERNATIONAL**PLAIN ROAD, FOLKESTONE, KENT.
 Telephone: 57187. Telex: 68832.**SITUATIONS VACANT****SCOTLAND**

Norwegians are seeking an experienced

FISHERMAN

knowledgeable with nets to their full range of trawls throughout Scotland and certain parts of England. The job will entail full contact with all progressive skipper and trawler owners round the coast. Good salary and car provided for this interesting position.

Please phone or ring giving full particulars to J. P. B. Golding, MOREP LTD., Luddenden Chambers, New Road, Luddenden, Halifax HX2 6RA, Yorks. Telephone: Calder Valley (0422 83) 2721.

**SKIPPER,
MATE,
CHIEF ENGINEER****WANTED**

For oil rig stand by vessel, operating from Lowestoft, team preferred.

Contact:
**NESS POINT
FISHERIES,**
 24 Herring Market,
 Lowestoft

SITUATIONS WANTED

YOUNG skipper seeks boat to work on shore birds. Box No. 226.

FISH farm manager/consultant available, experienced in layout construction, coating marine fresh water or saltwater tanks. Some capital for investment. Box No. 227.

BUSINESS FOR SALE

SMOKING factory for sale in west country. Fully equipped unit, daily capacity approx. 90 tonnes output with scope for expansion. Price £18,000. 50% payment for suitable applicants. Box No. 228.

INSURANCE

**SALVUS, BAIN
(MANAGEMENT) LTD**

Managers for
**SUNDERLAND MARINE
MUTUAL INSURANCE CO.**
 Over 1,700 skipper/owners insure
 their vessels and/or crews with us.

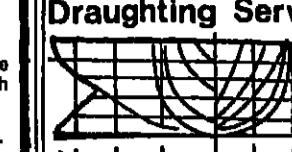
5 The Esplanade, Sunderland,
 Tyne & Wear SR2 7BQ
 Tel: (0783) 42851 (10 lines)

TRAWLERS

and commercial
 craft insured at competitive rates with
 full cover for hull, machinery, crew
 and liability. Annual or quarterly premiums
 arranged. Hugh Cochran &
 Associates, Insurance Brokers, 13-14
 Aylmer Square, St. Austell, Cornwall.
 Tel: (0202) 6041 (24 hour answering).
 Take advantage of quotation
 without fee or obligation.

MARINE SURVEYS

SEA SURVEYS, 25 North Road,
 Bristol BS8 5AD. Prompt professional
 surveys, valuations and advice on new
 safety and stability rules. All types,
 anywhere. Bristol 43322. (24 hours).

SERVICES**Bryan Marine****Draughting Services**

Lines lifted and
 drawings prepared
 for stability
 reports, damage
 survey etc.

Using modern
 optical equipment
 and methods.

53 Queens Road
 Hersham, Surrey
 KT12 5LP

Walton 26160

June 11, 1976

Cummins Diesel
 Sales & Service
**RAINHAM TRADING
ESTATE**
 DOVERS CORNER, NEW
 ROAD, RAINHAM, ESSEX
 Tel: Rainham 53355

FOR HIRE

4-20 man tugs, lifting
 cranes, etc. 14 Chapel Road, Tiverton,
 EX9 0RA. Tel: 0885 61846.

BOAT BUILDERS**ELTON BOATBUILDING
CO.**

CLINKER BOAT BUILDERS
 18ft. to 30ft. Launch on 04
 Mahogany Driftwood, 14ft to 18ft
 Castledykes, Kirkcudlack
 Scotland. Tel: 0867 3097

12p

fishing news

Diesel engines
 from 200
 to 10,000 bhp

**MIRRELES
BLACKSTONE
DIESELS**

**Union's
Jobs
plan:
more
details**

THE Transport and General Workers' Union revealed last week that its second document dealing with the decasualisation of employment in the fishing industry is almost ready for submission to the appropriate Government and EEC departments.

The union, which represents a large section of registered trawlermen, has already submitted an outline plan for decasualisation which was widely acclaimed both in London and Brussels.

It has now taken the original scheme a stage further with a far more detailed analysis of its proposals.

ICELAND SHARE-OUT CHOPS TRAWLERS**Big share for BUT**

DETAILS of the BTF share-out are understood to be as follows:

	Named vessels	Percentage of days	No. of days
BUT	41	44.6%	321
Boston	18	17.1%	125
Mar	14	13.1%	94
Consolidated	11	11.1%	80
Scottish Trawlers' Federation	7	3.6%	26
Novington	4	2.9%	21
Hoveton	3	2.8%	20
Boyd	4	2.7%	19
Hamling	3	2.2%	16
Totals	105 vessels	100%	720 days*

*Figures rounded to whole days.

was already there last week, work its five operational 'K' BTF, despite being class 'A' vessels on the

Westerlies also.

Power where it's needed.

'Sisters' for scrap

by the same company, Mayer Newman.

Both vessels have been tied up for some time because of

waters.

Elsewhere, other distant

water trawler owners have

been attempting to spread out

their share of Icelandic

monthly trawling days over

their fleets to see what can be

Turn to page 4

Turn to page 4

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler "Aquila". Jim Slater's trawler is powered by a CAT D39 TA which develops 550 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for Caterpillar Marine Diesel Engines. You can fit 15 h.p. to 1111 h.p. in the main, to auxiliary range of engines.

CATERPILLAR
 Division of
 Caledonian Engineers Co. Ltd., Caledonian Chambers,
 11-13 Queen Street, Edinburgh, EH2 2JU, Tel: 031 221 1111, Fax: 031 221 1111

CALEDONIAN ENGINES
 Division of
 Caledonian Engineers Co. Ltd., Caledonian Chambers,
 11-13 Queen Street, Edinburgh, EH2 2JU, Tel: 031 221 1111, Fax: 031 221 1111

**'STAY AWAY'
WARNING FOR SKIN-DIVERS**

FISHERMEN have warned skin-divers to stay away from the south-west Irish coast and threatened militant action against divers for crayfish and lobsters.

The Irish Fish Producers' Organisation has backed local fishermen and claims there is an attempt being made to organise skin-diving on a commercial basis and to affect the livelihoods of commercial fishermen.

The controversy has arisen over newspaper advertisements in Ireland seeking skin-divers to work from boats operated locally in the south-west, diving for crayfish and lobster.

Kevin Flannery, manager of Dingle Fishermen's Co-op, said that skin-diving is illegal and is depleting lobster and crayfish stocks drastically where it is carried on. Fishermen would not tolerate this type of venture.

Des O'Connell of Portmagee, South Kerry, said fishermen were very angered about the proposal to start this type of development in the south-west. It is coaching and playing havoc with lobster

and crayfish stocks, even when only undertaken by summer visitors.

A police spokesman in the area confirmed that skin-diving for lobster and crayfish is illegal, but said that prosecutions are difficult, as offenders had to be caught in the act.

Last year an English group, suspected of skin-diving in this manner, had their boat rammed off West Kerry, he said.

He told *Fishing News* his thoughts at the time were: "I wonder why I am here?" With not a little bitterness at the knowledge that Faroese vessels were even one million pounds, I am finding very few fishing opportunities round the British coast," he said.

However, Skipper Tait

understood that an experienced skin-diver could bag as many lobsters in one hour as a trawler operating 60 pots could get in a day.

Jim O'Connor, chief executive of the Irish Fish Producers' Organisation, said the Department of Agriculture and Fisheries

should act to prevent skin-divers affecting the livelihoods of bona fide fishermen.

It is understood that an experienced skin-diver could bag as many lobsters in one hour as a trawler operating 60 pots could get in a day.

An earlier conversation with Andrew Tait, skipper of *Chris Andra*, put across the feelings of herring-men in 1976.

Fishing News spoke to a browned-off Andrew Tait when the 135ft. purse seiner returned home after a round-Britain fish search following a short spell of horse-mackerel fishing off the English south coast.

"I have been fishing since 1962, and skipper since 1968, and have always enjoyed the challenge of the job. Now, I wonder what

main reasons why he was there was "because the British fisheries bureaucrats have accepted far too small a share of the North Sea herring quota."

At that time he was faced with the reality that he was barred from herring fishing in the North Sea, Shetland, and the west coast grounds.

"So now, with all my last 20 years' work invested in a new ultra-modern fishing boat, costing nearly one million pounds, I am finding very few fishing opportunities round the British coast," he said.

"They claimed it was a simple matter to camouflage through a fish meal plant."

"I was aboard an East German trawler in the UK, and the skipper had never even heard of the East German quota, even though he had a good catch of herring on board caught on the

Fladdens, 120 miles E. Fraserburgh.

"So I think it's high time the fisheries department stopped playing cricket in high time the limits quota was settled."

I have spoken to French and Faroese fishermen landing in Denmark, and they have the help of civil servants to engineer ways round the quota system."

"They claimed it was a simple matter to camouflage through a fish meal plant."

"I was aboard an East German trawler in the UK, and the skipper had never even heard of the East German quota, even though he had a good catch of herring on board caught on the

Fladdens, 120 miles E. Fraserburgh.

"So I think it's high time the fisheries department stopped playing cricket in high time the limits quota was settled."

I have spoken to French and Faroese fishermen landing in Denmark, and they have the help of civil servants to engineer ways round the quota system."

"They claimed it was a simple matter to camouflage through a fish meal plant."

"I was

COMMENT

THE AFTERMATH of the deal with Iceland has already produced the inevitable criticism of the British trawler industry. As the axe begins to fall on sections of the fleet now unable to go to Iceland, it is being pointed out that the writing has been on the wall for a long time and the industry should have been preparing for the eventual loss of the Icelandic grounds a long time ago.

What seems to be forgotten in these sweeping criticisms, is that before any major restructuring of the deepsea fleet could take place, something needed to be known about the future conditions trawlers would have to operate under. This has not been made possible.

Hanging like a shroud over British fishing has been the revision of the EEC Common Fisheries Policy. The decisions yet to be taken in Brussels on exclusive economic zones and catch quotas, are the ones which will give some indication of the future shape of the British deepsea fleet."

No trawler owner at this stage could contemplate new investment, especially the way things are now shaping up in Brussels. Already, Germany has made it clear that she will be looking for nearly 300,000 tons of fish from EEC waters to make up her shortfall from other areas when limits go out to 200-miles.

The blame for any lack of investment in the future of British trawling industry lies with the Government. The way in which our leaders have dragged their feet over getting the EEC situation sorted out has been little short of criminal.

fishing news

Editor:
Harry Barrett
Assistant Editor:
Ian Strutt

Published weekly.
Postal subscription rate
£7 per annum
£7.50 overseas

110 FLEET STREET,
LONDON EC4A 2JL
Telephone: 01-353 6981

With the introduction of their unique Bobbin Box Pair Trawl in Courlene as used by UNITY and MORNING DAWN, Caley Fisheries Group can now offer a complete range of white fish pair trawl gear:

COURLENE BOBBIN BOX PAIR TRAWL
for hard bottom

APELDOORN PAIR TRAWL
for soft bottom

For details of these nets contact:

CALEY FISHERIES
GROUP LTD.

11 HARBOUR STREET, PETERHEAD

Tel: Peterhead (0779) 2414

(Sole U.K. agents for APELDOORN nets)

Bid to open new Mallaig rail link

EUROPE'S premier herring port — Mallaig — will have a fast transport service to Aberdeen and other centres if a proposed new rail link goes ahead.

Taking fish south from Mallaig by rail was discontinued by British Rail some years ago because erratic landings were said to have made traffic inconvenient and uneconomic. Today, fish is conveyed from the port by road and this often causes problems — especially during winter months.

In recent years conditions have changed enormously at Mallaig. Now Europe's premier herring port, it has been proposed that there should be a new rail link between Tulloch, on the West Highland line, and Newtonmore, on the Highland main line.

At a meeting of Lochaber district planning committee at Fort William last week, Councillor James MacKay urged the committee to consider the proposal.

He said he saw "fantastic prospects" in the proposed rail link. Whether it would be bound direct for southern markets, or for Aberdeen, would be a matter for the



Svendborg at Grimsby undergoing conversion last week.

distributors to consider.

Councillor MacKay said he saw the suggested link as a way of saving transport mileage and of attracting new industry.

It would bring Aberdeen much nearer, he said. The distance from Mallaig to Aberdeen via Glasgow is 318 miles, compared with 245 by the proposed new route.

Councillor MacKay said he hoped the council would give it full support. At present the Highlands and Islands Development Board has indicated it does not support the proposal.

He was also fined £10 when he admitted not keeping up the registration number on his boat.

HULL BRINGS IN IRISH FISH

IRISH fish is now being sold at Hull on a trial basis and could eventually help the port make up some of its lost supplies.

The arrangement follows a visit which Sydney Ellerington, president of Hull Fish Merchants' Protection Association, made to Ireland some time ago on behalf of

The first load of fish was sent to Hull in refrigerated containers this month and weekly consignments, each of about 400 seven-stone boxes, are being sent in the first fortnight. Two further similar loads are expected to arrive at Hull this week.

The fish received so far have been: Irish cod, haddock, lemon soles, gurnards, hake, pollock, megrims, ling and John Dory.

Local agent for the Irish fish is the Hull Fish Merchants Co. Ltd., the fish-selling company of the Hull FMPA.

Mr. Ellerington stated that, if those who sent the fish are happy with the prices, it is hoped to bring Irish fish to Hull on a regular basis.

"Hopefully this is the start of how I would like things to go. If it is possible to go anywhere else to do anything on the same lines, I would be off like a shot", he said.

Already there has been further development in the public relations on the supply.

On the same lines, Mr. Ellerington is following them up.

"I just hope that they turn up trumps as well," told Fishing News.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

With Jotun-Henry Clark protection from corrosion in a marine environment is planned. We have developed painting systems specifically for fishing tackle. Techniques that will remove old paintwork, rust, salt and oil and purpose-engineered marine paints that will put on a bright, protective look and stand up to the worst that weather can do.

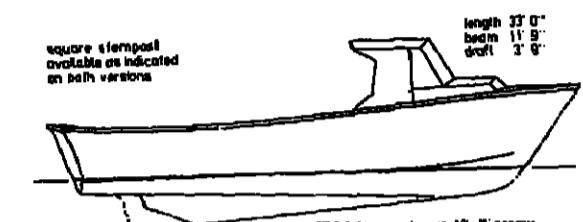
LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX
Telephone: Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



STANDARD VERSION — cockpit area 16' 0" approx



WORKBOAT VERSION — work area 19' 0" approx

Designer: Robert Tucker, A.R.I.N.A.
BARE HULL WEIGHT: 2,300 lbs. Approx.

Part fitting out available. Details on request

AS SHOWN AT CATCH '78.

FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

BLUE POLYPROPYLENE ROPE

6mm dia. £3.84 per 200 metres
8mm dia. £6.24 per 200 metres
10mm dia. £8.12 per 200 metres
12mm dia. £11.12 per 200 metres
16mm dia. £18.16 per 200 metres
20mm dia. £29.46 per 200 metres

PRICES are ex Penryn Warehouse
PAYMENT Proforma unless approved account

FALMOUTH CHANDLERS LTD
COMMERCIAL ROAD, PENRYN, CORNWALL
Telephone: 03267-3888

BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko, Mahogany and Oak Crooks all sawn through and through to any thickness.
- Edge grain Oregon Pine Decking in long lengths.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL

Tel: Hull 0482-25566 (5 lines) Telex: 52528

FISHERMEN'S MISSION

SERVING and CARING

For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron: H.M. The Queen
84 years constant service to fishermen and their families

Fleetwood up to Oslo 'challenge'

FLEETWOOD'S distant water trawlers showed every sign of meeting the challenge posed by the Oslo agreement last week when there were some excellent grossings.

The stern trawler *Fyldæa* (Skipper Victor Buschin) initially worked the East Greenland grounds but later moved to Iceland, returning with 1,098t. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t, including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t kits, including 10t of hake, 500t of cod, 150t of haddock, and 200t of coley to

make £18,036 — a good grossing in the circumstances.

The small stern trawler *Idena* (Skipper Bernard Birley) also found good fishing. She landed 918t kits, including five of hake, 300t of cod, more than 200t of haddock and 200t of coley for a grossing of £17,572.

But near water trawlers also showed their capabilities with the 109ft. London Town (Skipper Jack Kelly) being in the forefront.

The vessel landed 445t,

including 150t of cod, 35t of plaice, 100t of haddock, 80t of coley and 30t of roker, to make

more than 1,200t of cod, which sold for £26,405.

Also successful in the cod hunt was *Gavina* (Skipper Charlie Scott) — a smaller version of *Fyldæa*. This vessel worked Iceland and returned to port with 1,709t kits, including 1,500t of cod, which made £32,000.

Boston Beverley, like *Fyldæa*, also worked the East Greenland grounds and was rewarded with a catch of 1,365t kits, including more than 900t of cod, to make a grossing of £28,537.

For ships combining their trips between Iceland and middle-water, there were also some good grossings.

The 132ft. *Wyre Vanguard* landed 902t

FISHING NEWS

**Specify POWERLIFT
for your vessel**

Complete range of haulers to suit your requirements with hauling capabilities of: 900lbs, 1400lbs, 2000lbs.

Full installation kits can be supplied 12 months warranty W.F.A. approved

AGENTS REQUIRED IN ALL AREAS

UK distribution: Colin Manning
20 Hirion Estate, South Stack Rd,
Holyhead, Anglesey, Wales.
Telephone: Holyhead 4415

Fitting storage reels can mean a stability test

STORAGE reels for seine net ropes are now taking precedence over storage bins aboard the larger class of seine net vessel. But fitting them can mean the boat has to have a costly stability test.

A set of reels from the Lossie Hydraulic Co. of Falkirk was recently fitted to the 67ft. wooden vessel *Ocean Harvest II*, owned by Skipper William Tevioldale of Arbroath.

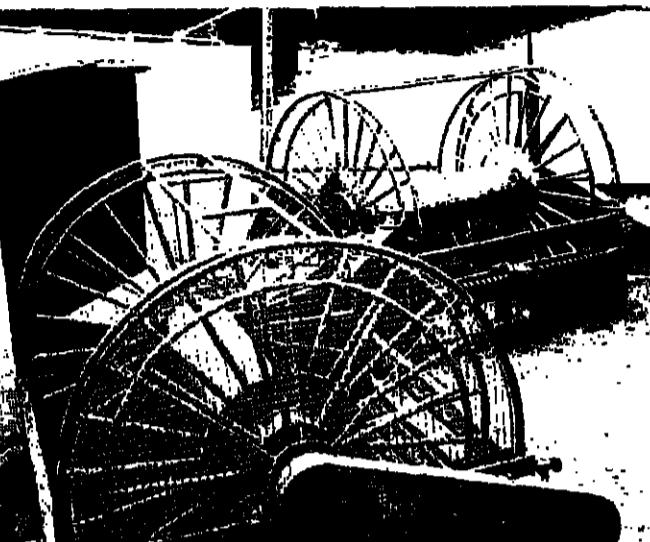
With flanges of open-spoked design, the reels are controlled from the wheelhouse and each carries 12 coils of 2½ in. rope. Skipper Tevioldale told *Fishing News* that the reels are "easier on the ropes" than storage bins.

Ocean Harvest II has also been fitted with an aluminium gutting shelter made by the Crail firm of Alan Miller. Mackay Boat-builders of Arbroath fitted the reels and shelter.

This yard built *Ocean Harvest II*, which has a transom stern and is powered by a 390 hp Caterpillar engine, in 1972.

Skipper Tevioldale was annoyed that he had to pay to have the stability of his boat tested to ensure that it was not impaired by the addition of the reels and shelter.

He said that the work was already in hand when the Department of Trade told him that the test is required



The Lossie hydraulics rope reels fitted aboard *Ocean Harvest II*.

— and that he would have to find the money himself.

At the same time as *Ocean Harvest II* was being fitted

with her new equipment, the well-known North Shields-based vessel *Border Maid II*

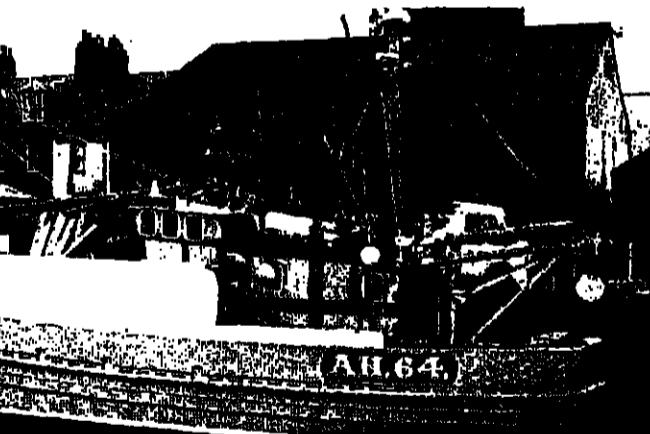
was in Arbroath for overhaul. Her skipper, George Crawford, told *Fishing News* that he thought the Government should pay for safety checks on fishing vessels.

Stability tests such as the one carried out on a modern boat like *Ocean Harvest II* should not be necessary, he said, as the WFA should ensure that vessels are built

assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation. He said: "Fisherfolk can't build new boats now as they cannot find buyers for their old ones."

Ocean Harvest II with Lossie Hydraulics rope reels and shelter deck.



Coastguard!—an official history

PUBLICATIONS

THE first official history of HM Coastguard was published last week by Her Majesty's Stationery Office in a new book* by William Webb, the service's press officer.

Entitled *Coastguard!*, it gives a fascinating account of men who have fought against smugglers, manned ships of the Royal Navy, guarded the coast and who are now responsible for saving life around Britain's shores.

The Coastguard was created in 1822 to break smuggling, which had become the major industry around Britain's coast, and the first three chapters concerning the trade describe in fascinating detail that a substantial cross-section of the population were deeply involved.

The new force of 3,000 men, commanded by Royal Navy officers, had to go out in all weathers to work from dusk till dawn. They got no support from the local population, and the level of sickness was high and the rates of pay poor. However, within a generation they had brought smuggling down.

The service's role was then changed to that of a Naval Reserve, and in 1854, the force was drafted into Royal Navy ships to fight in the Crimean War.

**Coastguard!* is available from Her Majesty's Stationery Office, price £2.95 net.

S.M.WILLS

Marine Hydraulic Engineers,
1002 Winterstoke Road, Weston Super Mare,
Avon BS23 3YG. Tel: (0934) 263144
Telex: 459033 (Answerback: Steering Weston)
Cables: Steering Weston Super Mare.

Marine Hydraulic Engineers,
1002 Winterstoke Road, Weston Super Mare,
Avon BS23 3YG. Tel: (0934) 263144
Telex: 459033 (Answerback: Steering Weston)
Cables: Steering Weston Super Mare.

In the Great War, Coastguards were called up again and posted to the older battleships where many lost their lives in the earlier engagements. The remainder were then brought home to guard our shores against landings by spies and saboteurs.

The service was nearly abolished after the war as the Navy had no further need of it, but the Board of Trade stepped in — taking over the Coastguard and turning its role into search and rescue.

The Coastguard still retains that role today, being the co-ordinating authority for search and rescue handling about 6,000 incidents a year.

The service's role was then changed to that of a Naval Reserve, and in 1854, the force was drafted into Royal Navy ships to fight in the Crimean War.

Top catch but low prices at Milford

MILFORD Haven's grossing record looked certain to be broken last week when *Rosevear* (Skipper Alex Simpson) arrived in port from the northwards grounds with one of the finest catches seen at the port in years.

Unfortunately, the vessel hit a disappointing mark and the catch sold for £5,842 — a good grossing for a Milford vessel but far below what might have been expected.

She landed 321 kgs including 70 of haddock, 138 of cod, 20 of whiting, 16 of roker, eight of turbot and brill, 25 of plaice and seven sole.

It was also a disappointing week for *Picton Sea Eagle* and her 24-year-old skipper, Robert Foster. He also took his vessel to the northwards grounds and returned with a total of only £4,602.

In all, it was a week to give little encouragement to local owners, with returns far from outstanding due to lack of demand for most varieties.

He added: "Skippers put their money into these boats assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation.

At the same time as *Ocean Harvest II* was being fitted with her new equipment, the well-known North Shields-based vessel *Border Maid II*

was in Arbroath for overhaul. Her skipper, George Crawford, told *Fishing News* that he thought the Government should pay for safety checks on fishing vessels.

Stability tests such as the one carried out on a modern boat like *Ocean Harvest II* should not be necessary, he said, as the WFA should ensure that vessels are built

assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation.

At the same time as *Ocean Harvest II* was being fitted with her new equipment, the well-known North Shields-based vessel *Border Maid II*

was in Arbroath for overhaul. Her skipper, George Crawford, told *Fishing News* that he thought the Government should pay for safety checks on fishing vessels.

Stability tests such as the one carried out on a modern boat like *Ocean Harvest II* should not be necessary, he said, as the WFA should ensure that vessels are built

assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation.

At the same time as *Ocean Harvest II* was being fitted with her new equipment, the well-known North Shields-based vessel *Border Maid II*

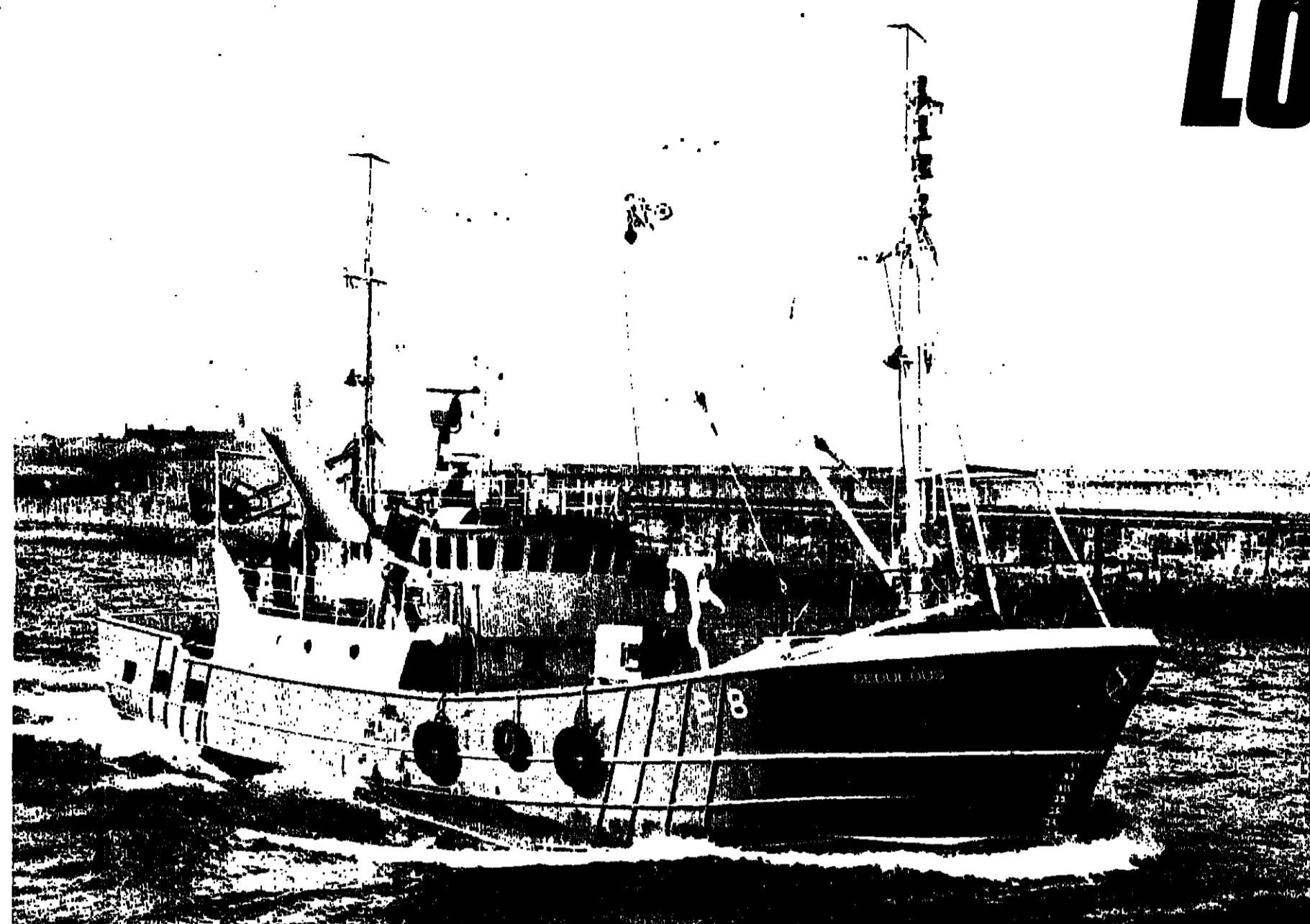
was in Arbroath for overhaul. Her skipper, George Crawford, told *Fishing News* that he thought the Government should pay for safety checks on fishing vessels.

Stability tests such as the one carried out on a modern boat like *Ocean Harvest II* should not be necessary, he said, as the WFA should ensure that vessels are built

assuming that they are getting the finest designs available. Why should they now be penalised if they are later deemed not to be safe enough?"

Skipper Crawford feels that the costly surveys for the old boats are having a detrimental effect on fleet modernisation.

June 18, 1976



Sedulous (FR 228) is a new 90ft long purser-trawler. She is hunting sandeels about 140 miles east of Fraserburgh, her home port.

NEW LEASE OF LIFE FOR ISLAND CRAB CARRIER

GUERNSEY Fishermen Trading Co.'s crab transport boat *Tol* is back at work again after a major job on her vivier (live sea water hold).

The 60-footer is used to transport island catches to France, but her hold had deteriorated and gribble worms allowed to get a grip.

The boat was in jeopardy when MacAlister Carvall of New Milton, Hants, the ferr-cement boatbuilders, was called in.

The hull — which has 2in. diameter holes pierced for the hold — was inspected and it was decided to skin the inside of the perforated hold with a

layer of ferro-cement.

Skinning the outside of deteriorating wooden holds is now quite common, but the problems involved in the vivier hold are rather different. The layer of ferro-cement would prevent any further attack by gribble, also provide a fresh, clean working hold and add immeasurable strength to the frames and planking.

Some 6,000 sq ft of graded steel mesh was stapled to the hold using large galvanised staples. The difficult job of fitting the mesh over the frames, across the roof and up the wells, was performed by local fishermen who also patiently cut out and blanked the hull next year.

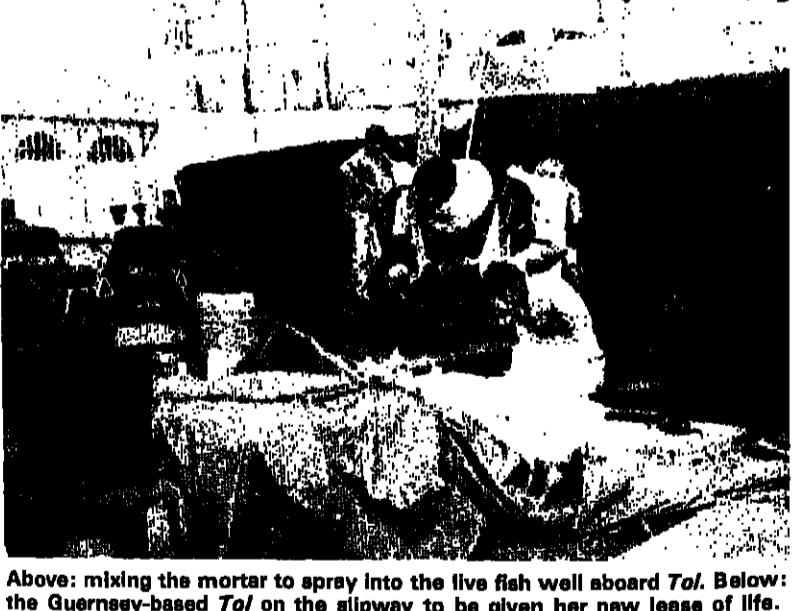
Then, Gowan MacAlister and Graham Williams, of Power Sprays Ltd, plastered the hold with the help of the Guernsey fisherman.

Some five-tonnes of Lloyds-approved RF Yacht Mortar was used and, owing to the complexity of the shapes to be plastered, the job was done in 14 hours using high pressure mortar spraying equipment.

Tol is now working again with no apparent problems. It was impossible to seal 100 per cent around all the holes through the hull, though a little seepage should not cause problems.

The co-op is considering skinning the outside of the hull next year.

Above: mixing the mortar to spray into the live fish well aboard *Tol*. Below: the Guernsey-based *Tol* on the slipway to be given her new lease of life.



B&W Alpha

B&W ALPHA, propulsion system for rugged reliable power incorporating controllable-pitch propeller giving finger-tip manoeuvrability. All designed, manufactured and serviced by one organisation. The B&W ALPHA two-stroke propulsion plant type 404-26 VO is fitted on the M.F.V. SAMANTHA.

SOLE AGENTS

Ferguson & Timpson Ltd

5 Atholl Avenue, Glasgow G82 4UA. Tel: 041-882 4691. Telex: 77108.
Talbot House, Bellairs Lane, Dagenham, Essex RM8 1TB. Tel: 01-595 7811. Telex: 23371
and branches at: Birmingham, Hull, Liverpool, Sheffield, Southampton, Sunderland.

London-built purser starts on sandeels

"She goes 'against the grain'"

THE 90ft long purser-built for the Aberdeen fleet she built for the Woolwich, London, yard of Cubit Ltd., is starting her career on sandeels in the North Sea.

Built to the order of Skipper Ernest Simpson and others, in association with J. Marr (Aberdeen) Ltd., the builders, Tynedraft Design of Newcastle upon Tyne, design consultant, the vessel.

Skipper Simpson told *Fishing News* he could concentrate on industrial fishing as long as it remained profitable, but said it "went against the grain" to have to take the boat in industrial fishing rather than catching fish for consumption.

Sedulous has a gross tonnage of 79ft. 11 in. and gross and net tonnage of 84.85. All her steelwork has been treated with Metalife corrosion control and paint systems.

Propulsion is provided by a B. and W. Alpha, model 407-26-VO, diesel engine plant which includes a 1,700 mm variable pitch propeller and a fixed nozzle.

The engine has a maximum continuous rating of 770 bhp at 413 rpm, a continuous service rating of 700 bhp at 400 rpm and compressed air starting.

Also driven from the Gardner engine, through a hand-operated clutch, is a small hydraulic pump to work the windlass or power the deck machinery for fishing gear retrieval.

The smaller auxiliary engine is a harbour generating set comprising a Lister 35 hp unit driving a 20 kVA, 16 kW, 416 V Stamford alternator and a Hamworthy air compressor.

An electrically-driven

service, fire and ballast pump is fitted. It can also be used as a standby pump to feed the chilled seawater tanks.

Seawater is normally supplied to these tanks by three GGG electrically-driven 1½ in. pumps.

Other electrically-driven

equipment in the engineroom include a Hamworthy air compressor and a small hydraulic pump to drive the guiding-on gear of the purse and trawl winch in an emergency.

Ventilation is provided by 19 in. supply fan and 12 in. extractor fan of Woods

separators.

The combination purse and trawl winch is located just aft of the whaleback, on the port side, and is similar to many fitted aboard modern purser-trawlers in the Scottish fleet.

It enables the boat to carry both purse wire and trawl warp ready for working as required. There are two independently powered shafts, each fitted with a purse drum for 1,200 m. of 2½ in. wire, and a trawl drum for 1,400 m. of 1½ in. wire.

Cleats and brakes are manually operated. Each

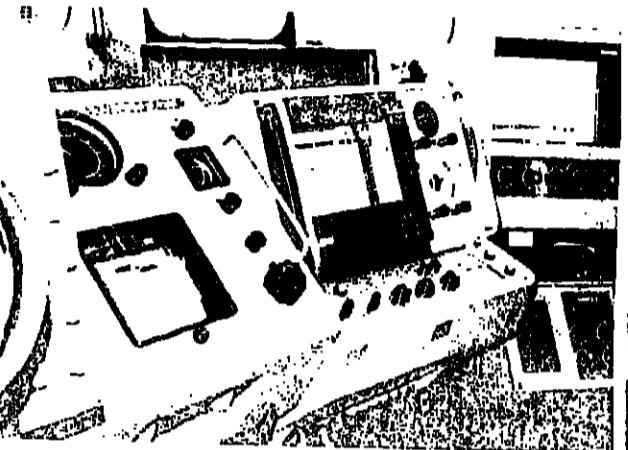
shaft is driven by its own hydraulic motor with local controls, and each motor is fed by a separate hydraulic pump. Another pump driven from the Karmoy gearbox works the guiding-on gear.

One shaft has a detachable gillson drum and the other a warping head.

The fly-dragging seining winch is not fitted at present, but it would be installed on the main deck aft of the deckhouse and used with a Beeclay rope coiler.

A Triple 504/300/2B six-ton net winch is fitted on the starboard side of the deckhouse and has an associated Triplex TRH 70 transport roller.

The three CBW tanks are arranged at the after end of the fishroom and have a total capacity of 3,600 cu. ft. They can carry about 85 tons of fish. Each tank has its own pump to page ten



Above: framework of the bulbous bow on *Sedulous*. The picture was taken just before the plates were added. Below: Skipper Ernest Simpson (right) and some of his crew aboard *Sedulous*.



Congratulations **SEDULOUS**

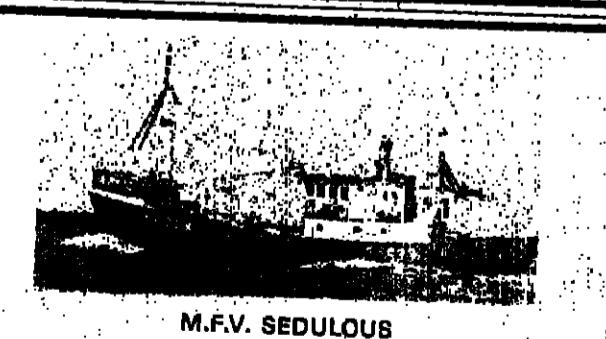
with new Norsenet gear
being the well-known

OCTOPUS and HOOVER
INDUSTRIAL TRAWL SYSTEM
and a 292 by 90fms

NORTH SEA
PURSE SEINE



P.O. Box 646, N-5001 BERGEN, Norway.
TEL: 26 30 00. TELEX: 42657 norse n



M.F.V. SEDULOUS

Congratulations and Good Fishing
to Skipper and Crew from the
vessel's Consultants and Designers

TYNEDRAFT DESIGN LTD

&
WILSON ROSS McDougall
Cathedral Buildings, Dean St, Newcastle upon Tyne
Telephone: (0632) 810221

FISHING NEWS

**Visborg holds port record**

SKIPPER Verna Jensen (right) of the seiner Visborg (above) after taking the Hull seiner trip grossing record away from Rosenborg. Visborg returned to Hull two weeks ago after a 14-day trip with 418 kits, making £10,170.43p, just two days after Rosenborg smashed the record with a grossing of £10,000.94p.

Lab publishes first North Sea atlas

AN ATLAS of the North Sea is needed as it is one of the most prolific fishing grounds and holds a number of valuable commercial resources, states a survey and report issued recently.

This atlas is now published by the Ministry of Agriculture, Fisheries and Food's laboratory, Lowestoft, as *Fisheries Research Technical Report No. 20*.

It is the work of two men, Mr. A. J. Lee, Director of Fisheries Research at Lowestoft, and John Ramster, a principle scientific officer.

The report contains a series of detailed maps covering the

use and resources of all the sea areas around Britain.

The maps were drawn by two students at Luton College of Technology, T. J. Green and Vivien Hitchen, who worked at the Lowestoft laboratory as sandwich students.

The report is expected to be the first of a series of updated surveys aimed at provoking careful thought, not only about inter-national use and development of North Sea resources, but also of the dangers of pollution.

The North Sea could be looked on as a European pond — one with a wealth of natural resources, says the report. It has been one of the world's most prolific fishing grounds for centuries, and

has now turned into one of the world's most valuable sources for oil and natural gas.

It is also the target for a large and rapidly-expanding European marine gravel and sand industry.

The North Sea is also a

major ocean highway, crossed by a maze of telephone cables and an ever-increasing number of oil and gas pipelines.

But, the report warned, it is also a "giant sink" into which the countries on its borders discharged their domestic and industrial wastes.

All these factors added up to an urgent need for careful planning and management by governments, departments, industry and commerce. And in order to achieve this, maximum information is needed and has to be kept up to date.

This, said the report, is the idea behind the first-ever North Sea atlas, a "comprehensive vehicle which will attempt to pull together all the available information and display it in a form useful, not only in the UK, but also in all the other countries bordering the North Sea."

The report goes on: "When this concept was explored further it became apparent that the North Sea could not be considered in isolation from the other shelf seas around the British Isles. And that there are also problems in the management of those seas, plus a need for access to information."

"It was, therefore, decided to extend the scope of the sea atlas to include all the shelf areas around the British Isles. This atlas has other uses — it can stimulate interest in

important areas like the

North Sea and the Irish Sea among the public at large and be of educational value to schools and universities, as well as become a valuable reference for research workers.

"An atlas of the sea is a device largely ignored by cartographers in the past — and geographers have turned their backs on the sea," it says.

A conventional-type atlas has the disadvantage that it could not be updated easily.

"In an area like the North Sea, where there is continuous economic development and considerable physical and biological variations over a period, the ability to update information is important."

One answer could be a data bank to enable all sea charts to be kept up to date with amendments and changes issued periodically.

"We have always felt that an atlas of this kind is only one part of the overall scheme needed for effective monitoring of activities in areas like the North Sea," concludes the report.

The data bank originally envisaged with its corollary automated cartography is just as important.

"It seems clear that a system of computer-aided cartography, similar to that developed by the White Fish Authority and used from day to day in its production of Kingfisher charts, could serve, with very little modification, as the centerpiece of such a bank."

The authors of the atlas welcome suggestions for further maps to be included and for improvements to those already published.



Use this chart...

... if you believe that Kelvin engines are used solely in trawlers operating from Highlands and Islands ports! A rumour which, though persistent, is about as accurate as that chart.

In fact, Kelvin-engined vessels operate from all the ports marked on it. And a good many more besides. Since 70% of the company's production is exported and as much of the remainder goes to English yards as remains in Scotland, it seems that the traditional Kelvin virtues of reliability, economy and minimal maintenance are just as valuable in one place as another. Anyway we're happy to set the record straight before the increasing sales of Kelvin engines cause too much confusion. Not that they're over worried about Scottish Nationalism in Fleetwood and Grimsby yet.

Write for our spec sheets, and join the growing list of Kelvin owners today.

Kelvin

Quality marine diesels; 10-500 shp

An management company of

G&C

Kelvin Diesels, 254 Dobbies Loan, Glasgow G4 0JL Telephone 041-332 1266

Facts about tangle nets

"CAN you give me mm) diamond mesh outer

some information about tangle nets — how they are made, how they are worked and where they can be obtained."

■ As the name implies, a tangle net is one in which fish become entangled instead of caught by the gills or surrounded.

All nets, therefore, like trammel and ray nets are set so their bottom half lies loosely on the seabed instead of forming a vertical curtain, are tangle nets.

The practice was more effective than using a 3 in. (76 mm) or 4 in. (101 mm) gill net for the purpose as both large and small mullet would become tangled in it.

Trammel nets generally consist of three sheets of netting. Two of them — the outer walls or armouring — are made of large mesh netting and an inner one — the lint or liner — is made of netting of comparatively small mesh.

The largest tangle nets of all are set by Danish fishermen in the North Sea. They are made of 140 mm stretched mesh netting and 70-75 metres long by 6 metres deep.

The practice is to set between 240 and 340 nets in three rows at a distance of about 1,000 metres between each two rows. The length of each row is between six and seven thousand metres and every tenth net is secured to an anchored marker buoy which is anchored.

Trammels are invariably set on the bottom to catch demersal fish such as cod, skate, soles, plaice, bass, mullet, whiting etc. They can be used singly or in fleets. They are usually set across tidal currents and held in position by anchors at either end.

They are obtainable from many individual net makers as well as from most large net making concerns.

Specifications vary a little but those made by Bridport-Gundry Ltd., at the Court Works, Bridport, Dorset, are fairly typical.

The firm makes two sizes of net, one 15 fm. (27.6 m) and the other 30 fm. (55.2 m)

long, out of twisted nylon twine. They fish 5 ft. (1.7 m) deep, have 3 in. (76 mm) mesh inner and 17 in. (431

mm) diamond mesh outer walls.

They are made of very strong nylon twine and are eight meshes — about 6 ft. (1.8 m) — deep. Mesh size is about 17 in. (431 mm).

Ray nets are usually moored with anchors at either end of a fleet, if set on smooth ground, or with weights of chain if set on rough ground. They are obtainable from Bridport-Gundry Ltd.

This type of net was used principally to surround shoals of mullet with the hint on the inside.

The practice was more effective than using a 3 in. (76 mm) or 4 in. (101 mm) gill net for the purpose as both large and small mullet would become tangled in it.

The smallest tangle net which I know anything about consists of a single wall of netting only, so hung and set in that, when there is no tide running, its bottom half lies loosely on the seabed.

The type I once used was made of 3 in. (127 mm) white nylon netting and was 25 fathoms (45.7 m) long by 9 ft. (2.7 m) deep. The netting was set in by the half and small oval floats were attached to the headline so that it would float 4 ft. (1.2 m) deep. A light braided leadline was attached to the foot.

Lobsters and crabs will, of course, get tangled in this type of net and are not so difficult to remove as from a trammel net.

Normal practice is to moor it in the same way as you would a trammel. If you set in depths greater than about 10 fm. (18.2 m), I understand that it is advisable to fit short "stands" or spars to the ends to prevent them rolling up.

They are obtainable from M. S. Gibb Ltd., Warsash, Southampton.

Two new lightweight Gibb snatch blocks.

John Burgess' Log



OYSTER KNIVES

"Where can I buy knives for opening oysters?"

■ I don't know of a wholesaler but you can buy them retail from The Butley and Oxford Oysterage, Oxford, Suffolk.

Snatch blocks

IF YOU should happen to want a lightweight snatch block for hauling a beam trawl or any other purpose, either of two new Gibb blocks might suit you. They will take fibre ropes up to 3in. circumference (3in. diameter).

Their cheeks and sheaves are made of Tufnol. Sheave bearings are made of PTFE-impregnated Tufnol which requires no lubrication apart from being soaped with fresh water occasionally.

Head fitting consists of a galvanised forged steel eye and straps, hinges, spacer bolts and sheave pins are of stainless steel.

They are obtainable from M. S. Gibb Ltd., Warsash, Southampton.

Where can you find crawfish?

"AFTER reading your article about catching crawfish on May 7, I wondered how widespread crawfish are around our coasts.

"I have worked on a tangle net boat here in Cornwall for a couple of years but still know very little about them. I would be grateful if you could let me know whether they are caught anywhere else and whether there are any books containing information about them."

■ Crawfish are caught in commercial quantities around the Scilly Islands and off the Welsh coast. They are also caught — in small quantities only, as far as I know — off the west coast of Scotland.

Laboratory Leaflet No. 22, *Cornish Crawfish Investigations*, is likely to be of interest to you. It may still be obtainable from the MAFF Fisheries Laboratory.

LONGLINE SHOOTER

A DEVICE for snarl-free shooting of longlines has been invented, produced and patented by a Lowestoft fisherman.

It consists of a board on which are fitted, open ends up, rows of rigid plastic tubes about 5in. long.

Procedure for loading is to insert about a fathom of line in a tube at one corner of the board, snood and baited hook in the tube adjacent to it, another fathom of line in the next tube, and so on until all tubes are filled.

To shoot, the board is propped up vertically in a position in the stern where line and snoods will run out over the rail without getting fouled.

He writes: "I was most interested to read in your Log on May 21 the question as to what you would call a snack.

"My father used to sail in the old fishing smacks from Grimsby and Fleetwood. I have his discharge papers from each vessel in which he sailed from 1890 until the 1914/18 war.

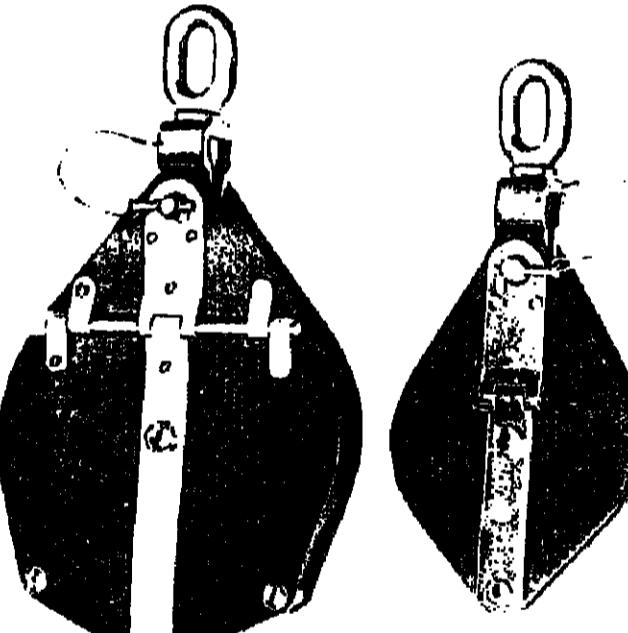
"There is no mention of the word snack in any of them, but a note at the bottom of each certificate issued after December 1892 states: 'one of these certificates must be filled up and delivered to each seaman when he is discharged from a trawler of 25 tons register tonnage and upwards.'

"Maybe this provides a clue to the derivation between smacks and boats. Those over 25 tons were certainly called trawlers.

"The deckhouse is extended to the rails on either side of the after gallows, which cantilever extends back from the deckhouse. There is ample space on deck, aft of the deckhouse, for carrying

the gear required for shooting.

"The tubes are designed to take hooks baited with



ALUMINIUM makes light of fishing boat problems

Half the weight of steel means less fuel per given pay load; increased range; higher speed.

It's superbly tough and well proven, a British Standard material of guaranteed strength.

It may deform on severe impact but not crack or splinter.

Corrosion and abrasion resistant. It has no water sensitive inner core.

Aluminium will neither ignite, deteriorate nor rot and requires no painting or varnishing apart from anti-fouling.

The advantages of an Allday Aluminium Fishing Boat are made to measure for today's economic conditions.

Ask us about our full range of fishing boats.

4-21 metres, 13-70 ft.



Ask us about the weighty arguments for Aluminium

ALLDAY ALUMINIUM

FISHING BOAT DIVISION, QUAY LANE, GOSPORT. TEL: (07017) 87741

ANY QUESTIONS?
IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped, addressed envelope for reply.

